/190 cont./

builds structures without a septic tank in its subdivisions. The difference between the two groups of habitat is therefore very noticeable: only the districts /191/ constitute a modern type of housing adapted to the exigencies of the city, while the vast majority of the inhabitants of the other quarters are deprived of the comfort which the modern city affords.

Can one say as well that they live in "shantytowns"? Certainly not. What characterizes the "shantytowns" is the crowding of the population in a limited space and the disorder of the huts. This is by no means the case here: the [363] streets, although of sand, are well defined, and, above all, the parcels are large; there is actual space with its psychological reverberation which permits the inhabitants of a parcel to feel that they are by themselves. To the further question asked, "what is it that you like about your housing in Pikine?" the replies have brought out the existence of this feeling of "home" /quoted in English/, of "one's own home," which in most cases was associated with the space occupied and the tranquility that it provided.

This material and psychological reality of free space is all the more important since one realizes, if one relates the number of rooms utilized to the number of persons, that the relative scantiness of space brings with it an undeniable crowding in many instances. Here (p. 55) is the table, in absolute figures, of the homes, which have been listed simultaneously according to the number of persons and according to the number of rooms. The horizontal line gives the number of persons, and the vertical line that of rooms. For example, in the case located at the intersection of horizontal line No. 2 and the vertical indicated by the figure 6 and 7, the number 12 means that there are 12 households in which the number of persons is six or seven and that they occupy only two rooms. The first table gives the distribution in the quarters, the second that of the districts.

The broken line in the middle of the table separates it into two parts; inasmuch as in general one room has an area of about ten square meters, we have considered that the

[illegible] Thiès

/78 cont./

2. The Quarters

1. The quarters of European type.

361 563 If we eliminate the two military bases that offer very special characteristics peculiar to their internal organization, Thiès contains three quarters of Western conception: the Cité Ballabey /Ballabey District/, the Vieille Escale /Old Escale/, the Résidence. While the first shelters a population almost wholly European, in the other two the Whites are in the minority (one White to four Blacks).

No systematic segregation really exists in the city. The Cité Ballabey itself is a district for operatives belonging to the managerial staffs; it is in no way closed to Africans who have reached the rank required by their establishment. Although located near the workshops, it is a quiet zone. Its park is magnificent. The villas there are arranged regularly 351 according to a checkerboard plan in the purest colonial style. [illegible] Each square of the checkerboard is occupied by a villa divided into two twin and symmetrical apartments; courtyards and gardens extend out on all sides of the dwelling; some mango trees with dense foliage shelter the rabbit hutches, the hen house, and the garage from the heat of the sun. It is easy 341 to date the construction of each of them by its architectural 342 style: the pink brick corresponds to the years 1925-1930; the reinforced concrete, painted light beige, dates from after the war... The quarters of the *D. M. A.* and of the air base, with some variations, show almost no originality of their own and are comparable to the Cité Ballabey.

The Old Escale presents the appearance of a quarter [363] in a Mediterranean city: narrow streets bordered by storied buildings built out of the white limestone from Bargny; a small, light balcony with a metal balustrade projects over the sidewalk and runs from one end of the building to the other; a very slightly sloping red tile roof under a blue sky accentuates this impression of the Mediterranean world.

351 Each concession, square in plan, forms a regular block of

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A. Thiès. Quarter of Derrière-la-voie-ferrée. Juxtaposition of houses of mud covered with sheet metal, sheet metal, and of straw.

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B. The site of one of the oldest mosques of Thiès: quarter of Takhikao.

IE-Savonnet--217 E-5 (ca.1955) 1956 [illegible] Senegal (AOF)
/Between pp. 80 and 81./
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A. Thiès. The Taïtiikao square after winter.

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B. Thiès. Market scene.

/82 cont./

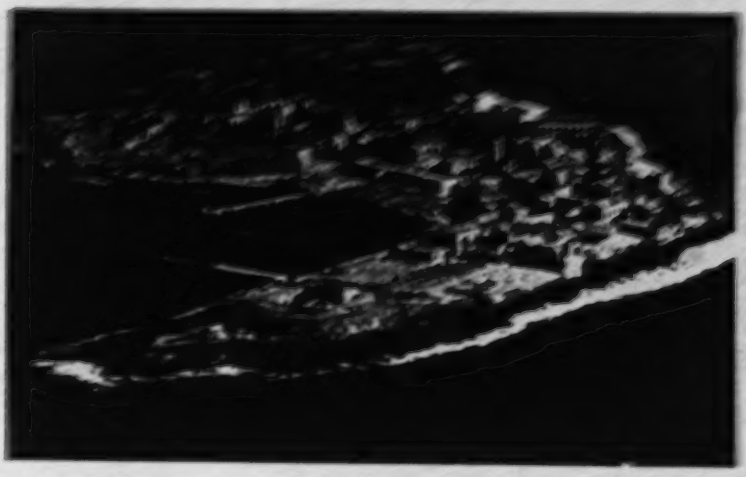
361 millet. The old people assemble in the evening under the
[517] large silk-cotton tree that shades the old crumbling mosque of
[312] Takhikao. The women chatter while awaiting their turn to
draw water at the common well, while the children play in
[342] the sand. Gent stands out because of a series of small, low
houses with a rectangular base and a roof of corrugated metal,
all identical and set along the trail that leads to the marigot
[351] /watercourse/ of the mison. A garden and a courtyard, al-
[563] ways littered with laundry, characterize each concession. It
is the quarter of Portugue half-breeds called "portugalais"
(Plates XI B and XII A).

Diakhao-Nord /Nth Diakhao/, quiet, airy, arranged
[363] according to a strict plan of lots, contrasts with Diakhao-Sud
with narrow, winding lanes bordered on all sides by tapades
of millet stalks and noisy in the evening. The proximity of
[275] the two military bases has made it a place where one amuses
[525] himself with all that it includes in the way of drinking
[574] dens and more or less clandestine gambling dens. Brawls be-
tween drunken men are not rare in these places.

Ramuleine, Derrière-la-voie-ferrée, and Bambara,
which form a unique quarter, homogeneous in its density and
in the heterogeneity of its dwellings, have become established
in the immediate vicinity of the railroad repair shops. The
[342] huts of planks, mud, or straw stand one against the other along
[365] the winding lanes laid out according to the desire of the
moment and not without some imagination. These lanes are
[373] noisy with people, and even late at night they exhale between
the small shopkeepers' stalls lighted with smoking candle ends.
351 The dense crowd flows over the edges of the street and enters
the interior of the courtyards. The latter, covering barely
[463] a few square meters, often serve as a workshop for the
[252] weaver, the blacksmith, or the jeweler, and as a kitchen for
the housewives of the neighboring huts; it is not rare to see
half a dozen millet pounders there, pounding their mortars
in rhythm in groups of two or three. This is also the gathering
[517] place /82/ /Fig. 4 appears here/ of workers, where, after
[524] work, sitting in the sand amidst the dust and the noise, in a

20: Seck ~15 U-5 (no date) 1961 MS37 Senegal MS37

/Between pp. 380-381/ Plate XXI



A. Gorée. Photo. IFAN.

B. A view of Dakar (photograph taken from the Pasteur Building). Photo. Assane Seck.

20: Seck--16 U-5 (no date) 1961 MS37 Senegal MS37

/Between pp. 380-381/ Plate XXII

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A. The avenue Blaise-Diagne.

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B. A street in the old Médina. Street 13, Corner 6.
Photo. Assane Seck.

/386/

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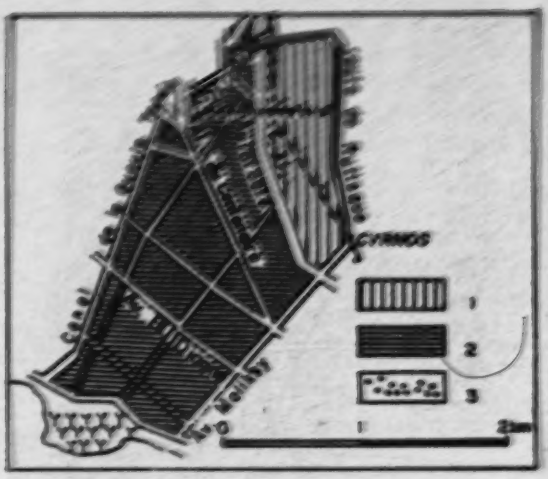

Fig. 4. Medina. — 1. Industrial zone; 2. quarters more or less urbanized; 3. irregular quarters.

[369] which progressively transformed the Dakar agglomeration.
[363] There was first the creation of the S. T. A. G. D. (Service temporaire de l'aménagement du Grand-Dakar /Temporary Office for the development of Greater Dakar/) for a systematic urbanization of the city. Then there was the decision to promote a policy of lodgings for African officials, while a society for a mixed economy, the Société Immobilière du Cap-Vert (S. I. C. A. P.) /Building Society of Cape Verde/ [362] studied and made up forms for cheap dwellings for mere renting or for rent-sale. At the same time there was the law called "Lamine Gueye," which equalized upward several [465] elements of the African and non-African wages at the time when "l'africanisation des cadres" /Africanization of the [647] staffs/ was promoted, which led to a mixture of Africans and Europeans in the administrative lodgings and in the new quarters for officials. Finally, first the staff-law and then autonomy

/386 cont./

369 and independence have had the effect of reinforcing this mix-
563 ing the more since it sometimes brings about a pure and simple substitution of African staffs for European staffs in many of the lodgings.

Finally, although today the quarters of Dakar are still clearly distinguished by their appearance, the differentiation of their contents is less and less based on origin and tends to be a social rather than racial differentiation. Therefore, instead of the traditional division of the West African cities into "white city and black city," let us distinguish four sections in the Dakar agglomeration: /387/ Dakar-ville, the Médina, Greater Dakar, and the suburbs.

361 1. Dakar-ville. The plateau from the southeast to the
369 head of the peninsula and a part of the plain from Cape Manuel to the avenue El Hadj Malick Sy constitute what today is called Dakar-ville. The essential characteristic of this part of the Dakar agglomeration is that almost all of its buildings are permanent, except for some islands of huts. This is where practically all of the administrative offices, the large-scale [364] commerce, the major part of the Lebano-Syrian commerce, and the great markets are found. Dakar-ville shows very diverse aspects (Pl. XXX B) (Pl. XXIIIA).

The Plateau is the best arranged part of Dakar-ville. It is there that the first nucleus of modern Dakar was located, extending around the port, from the station to the Protet Place and the Military Circle. Little changed, this nucleus has re- [363] mained very much as it was at the beginning of the century; [342] it is intersected by narrow streets, bordered by old houses in [347] colonial style, with stores on the ground floor and lodgings with verandas on the upper floor. This nucleus has remained the business quarter, that of the large-scale commerce dominated by the great companies and the old Bordeaux firms, [441] C.F.A.O., S.C.O.A., N.O.S.O.C.O., S.O.C.O.P.A.O., [366] Chavanel, Maurel et Prom, etc., surrounding the Kernel market, surmounted by its cupola of 1900 style. Several old administrative

/388 cont./

[369] [361] as the Plateau. The low quarters that border the avenue Malick Sy and which are crossed by the route de l'Abattoir /Slaughter-house road/ quite obviously differ from the rest. In Rebeus and [363] in Mayer-Thiolier, few of the streets are paved, and, during [364] winter, ponds where household debris rots often surround the low permanent houses and the neighboring huts.

[162] [563] Dakar-ville has only 48,000 inhabitants, among whom are almost two-thirds of the 30,000 non-Africans of Dakar.

Gorée, the fallen capital, which has become a military, tourist, and, to a slight extent, residential annex of Dakar, is attached to this section.

[563] [764] 2. The Médina. Containing practically only Africans, the Médina is much more densely populated than Dakar-ville. Blocked on the west by the Moslem cemetery and on the north by the canal of the Gueule-Tapée, the Médina has not ceased stretching toward the east since its creation during the First World War. It presents several aspects: the oldest part, east [363] of the avenue Blaise-Diagne, has all of its streets paved and planted with trees; it has few huts, and permanent houses are [364] erected almost everywhere there; many sanitary facilities and public fountains complement the private establishments and make this quarter relatively clean and pleasant (Fig. 4 and Pl. XXII A).[1]

The farther one goes toward the east, however, beyond the avenue Blaise-Diagne, the newer the quarter is and the more it gives the appearance of a wretched village. Thus, between [363] [364] the avenue Blaise-Diagne and the Gendarmerie, although some principal arteries are paved, most of the streets remain sandy and obstructed with household rubbish. Moreover, one notes some permanent houses here and there, to be sure, but huts are much more numerous. East of the Gendarmerie, Colobane is even less well arranged, while, beyond the automobile road, Kip-Coco and Quartier Mous, veritable camp cities for new arrivals, are called "irregular quarters," that is to say, quarters temporarily tolerated, although no right of the inhabitants to settle there can be recognized (Pl. XXIII A).[2]/Pl. XXIII and

[1] [See category 116, p. 16 -- Analyst]
[2] [See category 116, p. 29 -- Analyst]

20: Seck--29 U-5 (no date) 1961 MS37 Senegal MS37

/Between pp. 388-389/ Plate XXIII

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A. A street beyond the avenue Blaise-Diagne.

B. Remote suburb.

Photo. Assane Seck.

/389/

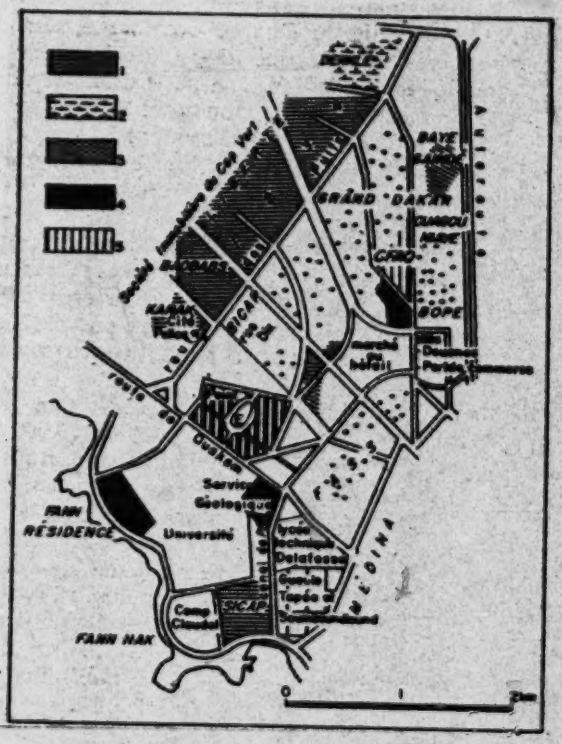

Fig. 5. Greater Dakar. -- 1. Officials' quarter; 2. Derklé; 3. H.L.M.; 4. houses of officials; 5. loan grouping.

/390 cont./

4. The suburbs. The suburbs of Dakar are composed of 13 villages, of which those closest to Dakar, Ouakam, N'Gor, Yoff, Hann, Thiaroye, and M'Bao resemble Colobane. The others remain typical traditional villages. Only Dagoudane-Pikine escapes either category. Created ex nihilo less than ten years ago to serve as an outlet for the irregulars of Dakar who were to be found there, driven back as urbanism progressed, it already has the appearance of a little city with its 10,000 inhabitants. [62]

/390 cont./

361 inhabitants. It had an official center and wide streets, which,
369 however, are not yet paved. Despite this city appearance,
[363] however, Pikine is more intimately dependent on Dakar than the other villages of the suburbs; it is a workman's suburb, and all of its provisioning comes from Dakar, while practically all of its inhabitants are employed in the great city. With this exception, the villages of the suburbs have as their essential
[438] role the provisioning of Dakar with fish and fresh vegetables. Many transportation facilities in common connect them with
[489] Dakar-ville from very early in the morning until around the middle of the night (Pl. XXIII B, Pl. XXIV A and B).

This is the arrangement or juxtaposition of the various elements of the Dakar agglomeration, whose present popula-
[162] tion may well have exceeded 300,000 inhabitants.

369 4. Perspectives. The Dakar agglomeration has the appearance of an unfinished city in the process of being organized, even though its function as a West African metropolis has been confirmed for a long time. There are surprises in this situation for those who analyze the old European urban civilizations, where one sees an ancient city existing as /391/ /Fig. 6 appears here/ one that patiently developed its relations in order to become a metropolis and to constitute a solid and dynamic assemblage where urban and metropolitan functions mutually support one another. Dakar, however, is above
369 all a center of relations which has woven with its hinterland
439 connections that have the appearance of complementary ties,
433 but which actually are ties of dependence: dependence in fact because in the Senegalese and Sudanese interior the development of export crops is tied up with the means of evacuation organized by Dakar; dependence also because the export crops, in breaking up the former village autarchy, have given Dakar the role of a great relay-station in the importation of food products in compensation and manufactured products which have become a necessity there where formerly they were unknown; dependence, finally, not only for the Senegalese and

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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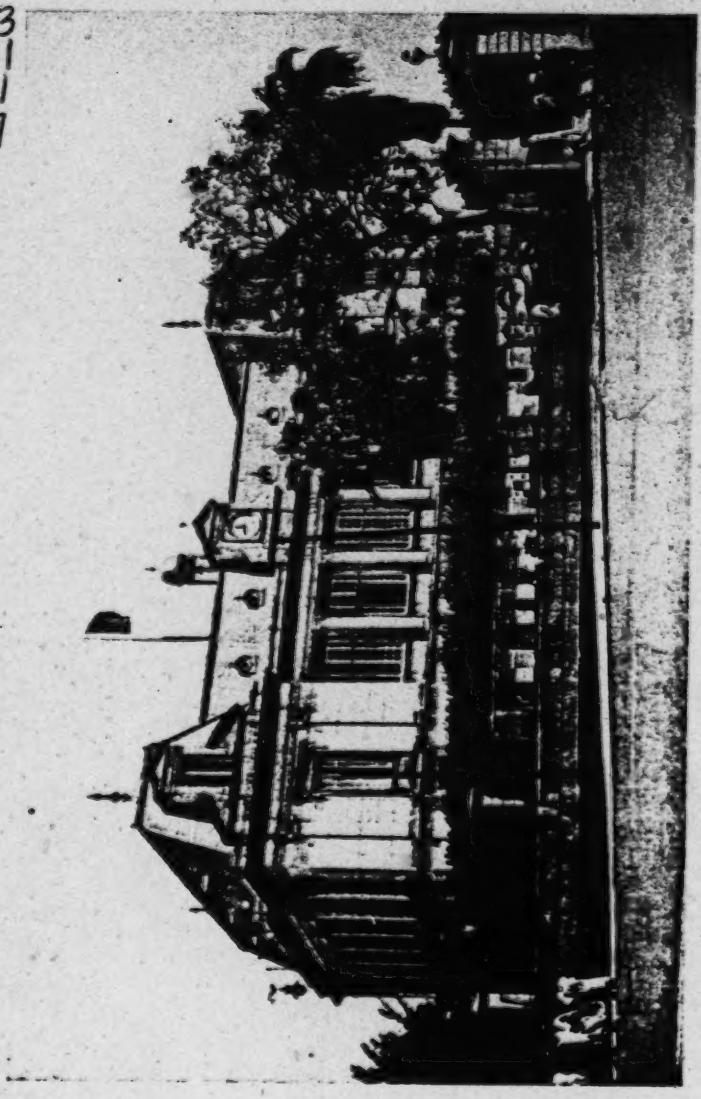

117. *Dakar: the Mairie*

[facing p. 135]

/111 cont./

491 [494] season by truckage, the development of which has grown in considerable proportions since 1920.

The network of roads is on the whole excellent. Every winter, it is subject to deteriorations; the latter are repaired as soon as the dry season arrives. Thousands of workers making [464] their annual contribution are employed there under the supervision of native chiefs and under the direction of the European administrative authorities. Some artificial works, embankments, bridges, culverts, gutters, and channels have been constructed in the swampy places or to cross spots of water.

363 In the communes, the roads are gradually being paved with paving stones as the urban streets develop. In Kaolack six kilometers of streets have been paved with stones in the past five years.

505 Inland navigation. As we have already seen, the Saloum is the major channel of inland navigation. Steamers enter it by the maritime passage of Sangomar. In the channel, 120 kilometers long, up to Kaolack, there are some bends or passages that are quite difficult to negotiate. A pilot is [502] necessary. All of the boats have one, whom they take on at Dakar or Rufisque. The Sine is traveled in the same fashion up to Niamnioroh.

[501] There are countless marigots which are accessible to cutters, small launches, barges, or dugouts. There are several thousand kilometers /112/ of waterways which connect villages, centers of cultivation, and fishing agglomerations.

In the Bas-Saloum in particular, commercial traffic is handled by cutters or by dugouts.

Saboya, on the marigot Miniminian, an affluent of the Gambia, is accessible to ocean-going vessels. Each year boats come to seek the stock of groundnuts produced by this region.

Here are some comparative figures on navigation for the three ports of Kaolack, Foundiougne, and Saboya.